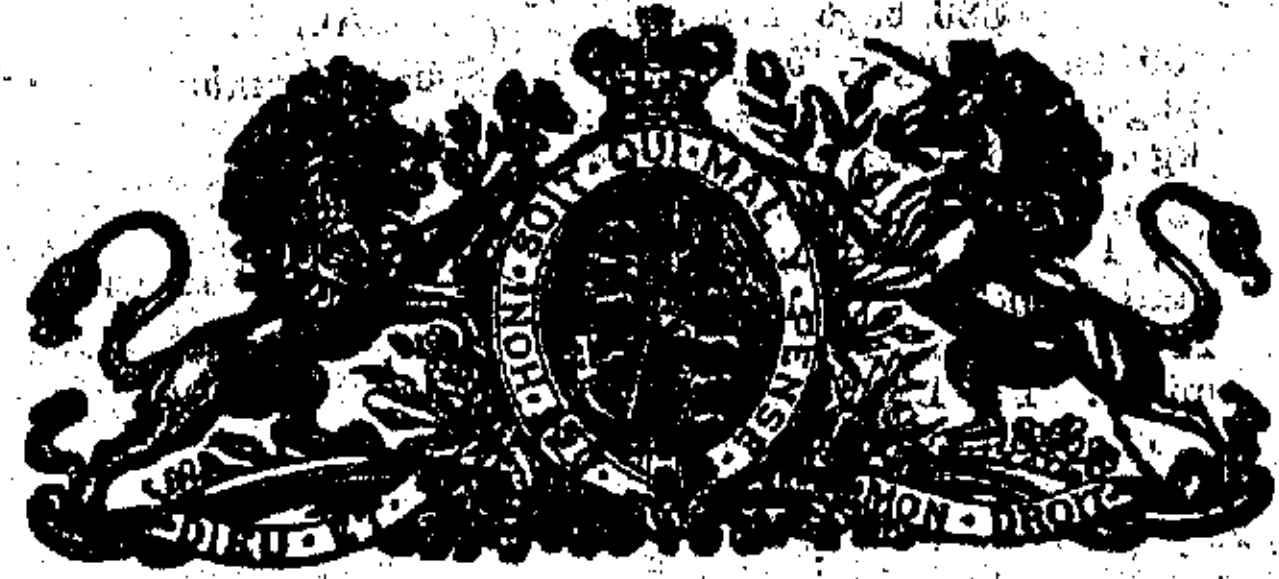


CHINA



MAIL.

Established February, 1845.
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4399. 號六月八年七十七百八千一英

HONGKONG, MONDAY, AUGUST 6, 1877.

日七十月六年丑丁

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus. E. C. BATES, HENDY & Co., 4, Old Jewry. E. C. SAMUEL DRACON & Co., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELOH & CAMPBELL, Amoy. WILSON, NICHOLS & Co., Foochow. HEDDER & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. RAMIREZ & Co., Macao. L. A. DA GRAGA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMEYER, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. BRILLIANT, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. ED. TORIN, Esq.
Hon. W. KESWICK. A. MOLYNEUX, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.

Shanghai, . . . EWMY CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 23, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £2800,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

For Sale.

FOR SALE.

TO CONTRACTORS, HOUSE-BUILDERS, SHIP-BUILDERS, AND CARPENTERS.

LANE, CRAWFORD & Co. have Received a Shipment of FIRST-CLASS MANILA HARDWOOD, of Different Kinds, and of the Very Best Quality, Suitable for HOUSE BUILDING, SHIP BUILDING, and for all kinds of Work requiring Timber of the most durable nature.

— ALSO —

A Good Assortment of Logs and Planks of TEAK WOOD of the most Superior Quality.

LANE, CRAWFORD & Co.

Hongkong, July 18, 1877.

FOR SALE.

CHAMPAGNE 1874. HEIDSIECK & Co.'s MONOPOLE.

DEETJEN & Co.

Hongkong, August 1, 1877.

FOR SALE.

A SMALL Twin Screw STEAM LAUNCH, 35 Feet Long, Built by FORBES of LONDON. For further particulars apply to Captain CLARK, on Board British Barque Nimrod.

Hongkong, July 30, 1877.

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.

Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Notices of Firms.

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices,

and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877.

NOTICE.

FROM This Date MR. EDWARD SHEPPARD and MR. M. W. GREIG, are authorized to Sign the name of our Firm for Procurement at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & Co.

China, June 1, 1877.

NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm for Procurement.

SANDER & Co.

Hongkong, June 23, 1877.

Intimations.

LANE, CRAWFORD & Co. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs HOBOKEN DE BIR & TORLEY of ROTTERDAM, call attention to the high quality of their GENEVA.

Hongkong, July 31, 1877.

au31

THE PRICE LIST

JUST ISSUED by the Undersigned will take effect

from 1st AUGUST.

Any one to whom a Copy has not been sent may obtain it on Application.

LANE CRAWFORD & Co.

Hongkong, July 31, 1877.

au15

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Half-yearly MEETING of SHAREHOLDERS will be Held in the Offices of the Company, CLUB CHAMBERS, on WEDNESDAY, August 22nd, 1877, at 3 p.m., for the purpose of receiving a Statement of Accounts to 30th June, 1877.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 22nd Instant, both days included.

By Order of the Board,

D. GILLIES, Secretary.

Hongkong, August 2, 1877.

au22

In the ESTATE and EFFECTS of HO ASSEK, alias Ho In Kez, alias Ho FEE K, late Partner and Manager of KIN NAM HONG, Hongkong, Deceased.

THE Deceased HO ASSEK died in Fung-po, Shun-tak District, near Canton, on 29th April, 1877. HO LEONG SEE, wife of said Deceased, has obtained Letters of Administration to the Estate; she being blind, has given power of attorney to WEI AKWANG, Comptroller to the Chartered Mercantile Bank, to act for her in all matters respecting the above Estate.

Notice is hereby given, that all Persons having CLAIMS against the Estate of HO ASSEK, late Partner and Manager of KIN NAM HONG, are requested to send in Particulars of same to the Undersigned in writing on or before the 31st October, 1877, otherwise no Claim shall be allowed.

All Persons indebted to the above Estate are requested to make immediate payment. HO ASSEK's Interest and Responsibility in the KIN NAM HONG ceases from this date, the remaining Partners continue the Business as before, and settle all accounts of the Firm.

WEI AKWANG, Attorney for HO LEONG SEE.

Hongkong, August 1, 1877.

au16

Intimations.

DEVOS'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stencilled on the cases, and the words "DEVOS MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co.,

80 Beaver and 127 Pearl Streets,

NEW YORK, U. S. A.

[y11]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be Held at the CITY HALL, Hongkong, on THURSDAY, the 16th day of August current, at Three o'clock p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1877.

By Order of the Court of Directors,

THOMAS JACKSON, Chief Manager.

Hongkong, August 1, 1877.

au16

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from the 4th to the 16th day of August current (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

THOMAS JACKSON, Chief Manager.

Hongkong, August 1, 1877.

au16

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JAS. B. COUGHTRIE, Secretary.

Hongkong, August 1, 1877.

no1

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3% or \$2.25 per SHARE, Declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be Payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY, the 27th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

P. A. DA COSTA, Secretary.

Hongkong, July 28, 1877.

au19

DENTAL NOTICE.

DR. STOUT begs to inform his Patrons and the Public that he will be ABSENT from HONGKONG until further notice.

Hongkong, August 4, 1877.

au19

DENTAL NOTICE.

DR. ROGERS has Returned to Hongkong, and will be ready to Receive Patients on MONDAY, June 26th.

Office, No. 7, Arbuthnot Road.

Hongkong, June 20, 1877.

au19

PIANO TUNING, REPAIRING, &c.

LADIES and GENTLEMEN Desirous of having their PIANOS REPAIRED by the Undersigned, will please oblige with early orders, as he is about to Return to SHANGHAI.

Orders may be left with Messrs LANE, CRAWFORD & Co., or Messrs GAUFF & Co.

A. HAHN.

Hongkong, July 10, 1877.

au10

Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3 o'clock p.m., for the purpose of Confirming the Special Resolution passed at the Meeting of Shareholders held This Day.

By Order,

W. H. RAY, Secretary.

Hongkong, July 31, 1877.

au21

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 21st August, at 3.15 p.m., in order to take into consideration a Special Resolution to alter the 5th Article of the Company's Memorandum of Association in such manner as to provide for a subdivision of the Company's existing Shares and a division of its Capital into Shares of One-third the amount fixed by the said Memorandum of Association; and to take into consideration further Special Resolutions to alter Articles 31 and 75 of the Company's Articles of Association in the manner required by the said alteration of the Memorandum of Association.

By Order,

W. H. RAY, Secretary.

Hongkong, July 31, 1877.

au21

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the distribution of Twenty per cent (20%) of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong, August 1, 1877.

no1

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contributions for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877.

au1

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877.

au22

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,

Near the Canton Steamer's Wharf.

Hongkong, July 18, 1876.

SHIPS' COMPADORE AND STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED with ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

Intimations.

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices. Mr ANYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr FAR JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877.

mo19

Shipping.

Steamers.

FOR SHANGHAI.

The Steamship "PERNAMBUCO,"

HYDE, Master, will be despatched for the above Port on TUESDAY, the 7th Instant, at Noon.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, August 4, 1877.

au7

FOR SYDNEY & MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN,"

will be despatched as above on or about the 13th Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, August 1, 1877.

au7

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VULGA,"

Comdt. ROLLAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY, Agent.

Hongkong, July 31, 1877.

au7

Sailing Vessels.

FOR NEW YORK.

The A 1 German Ship "JOHANN,"

BUNDE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, July 31, 1877.

au7

FOR NEW YORK.

The A 1 British Ship "HANNAH LAW,"

ROBERT GREIG, Master, will load here, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 2, 1877.

au7

FOR NEW YORK.

The A 1 American Ship "MATCHLESS,"

J. C. DAWES, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 28, 1877.

To Let.

TO LET.

NOS. 4, and 6, PRINCE TERRACE, Kowloon.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

TO LET

BRITISH KOWLOON.

A MATSHED BUNGALOW, near Kowloon Hotel, contains Four Rooms well furnished. Rent Moderate.
Apply to
D. NOWROJEE,
HONGKONG HOTEL.
Hongkong, August 3, 1877. au10

TO LET.

THE Dwelling House and Office No. 1, D'Aquila Street, lately in the occupation of Messrs DOUGLAS LAFRAIK & Co.
The Dwelling House No. 1, Alexandra Terrace.
The Dwelling House No. 6, Gough Street.
The Dwelling House No. 10, Gough Street. Possession from 1st September next.
The Bungalow No. 5, Old Bailey Street.
Apply to
DOUGLAS LAFRAIK & Co.
Hongkong, July 9, 1877.

TO LET.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kinn. "Blancs Villes," Pok-foo-lum, furnished.
DAVID SASSOON, SONS & Co.
Hongkong, July 21, 1877.

Intimations.

AFONG,

PHOTOGRAPHER,

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA,
Wynham Street, formerly ARTHUR CLUB,
HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of various sizes. Also a large stock of a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illustrated Albums for Portraits. Tobacco Pouches, in shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.
Hongkong, March 28, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

MATCHLESS, American ship, Capt. John C. Dawes.—Douglas Laffraik & Co.
LEADING WIND, American ship, Captain F. M. Hunkley.—Meyer & Co.
JALO, Russian ship, Capt. C. F. Moberg.—Order.

ALPHINGTON, British barque, Captain G. Cunningham.—Wilder & Co.

ANTWERP, British barque, Capt. Atkins.—Melchers & Co.

MIGNON, American 3-m. schooner, Capt. L. H. Soule.—Order.

NORTHERN STAR, British barque, Captain John Wortley.—Order.

DORIS BRODERSEN, Danish ship, Captain S. Nielsen.—Order.

TWILIGHT, British barque, Capt. Dalargy.—Jarvis, Matheson & Co.

PENSHAW, British barque, Captain John S. Airey.—Meyer & Co.

NIMROD, British barque, Capt. Clark.—Captain.

FILICIM, American ship, Capt. F. Foulé.—Order.

Now Ready.

"THE CHINA REVIEW,"
No. 6. Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Review of a Chinese Manuscript New Testament.
A Legend of the Tang Dynasty.
Ethnological Sketches from the Dawn of History.
Brief Sketches from the Life of K'ung-ming, (Continued from page 319.)
The Tang Hou Chi, A Modern Chinese Novel.
Ancient Peking.
Notes on Chinese Grammar (Continued from page 286.)
Short Notices of New Books and Literary Intelligence.
Collectanea Bibliographica.
Notes and Queries—
Inheritance and "Patria Potestas" in China.
Tonic Sol-fa Notation in China.
Chinese Character.
Chinese Oldsmen Enamel.
Russian Slaves.
The Eight Gods.
The Plumb of Hara.
Seeds of Sorghum.
Aniseed Oil and Sandalwood.
Errata.
Beets Wanted, Exchanges, &c.

China Mail Office,
Hongkong, July 7, 1877.

To-day's Advertisements.

FOR SWATOW, AMOY & FOCHOOW.

The Steamship "YESSO."
Capt. S. ASHOK, will be de-
parted for the above Ports
TUESDAY, the 7th Instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, August 6, 1877. au7

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"IRAOUADY,"
Comdt. BAULE, will be de-
parted for SHANGHAI
on WEDNESDAY, the 8th Inst., at 2 p.m.
H. DU POUEY,
Agent.
Hongkong, August 6, 1877. au8

COMPAGNIE DES MESSAGERIES

MARITIMES.

S. S. IRAOUADY.

NOTICE.

CONSIGNEES of Cargo per S. S. Euphrate, from London, in connection with the above Steamship, are hereby informed that these Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing, unless intimation is received from the Consignees, before To-morrow, at 10 a.m., requesting it to be landed here.

Goods remaining unclaimed after SATURDAY, the 11th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,
Agent.
Hongkong, August 6, 1877. au11

DENTAL NOTICE.

D. R. ROGERS begs to inform his Patrons and the Public that he intends to visit AMOY and FOCHOOW in September and October, leaving HONGKONG about the 15th of September.
Hongkong, August 6, 1877.

SHIPPING.

ARRIVALS.

Aug. 5, Yangtze, British steamer, 782, E. Schultz, Shanghai Aug. 1, General-Siemssen & Co.

Aug. 5, Aberlady, British barque, 735, John Nicol, Melbourne May 19, Ballast-CARTAIN.

Aug. 5, Tohing Teing, Chinese R. C., from Canton.

Aug. 5, Emma, German barque, 338, H. S. Gran, Newchwang June 24, Beans.—W. POSTAL & Co.

Aug. 6, Kronprinzesschen, Danish barque, 344, P. Hansen, Newchwang June 15, Beans.—EDUARD SCHILLHANS & Co.

Aug. 6, Iraouaddy, French steamer, 2510, Baule, Marsoula July 1, Naples 3, Port Said 8, Suez 16, Galle 23, Singapore 30, and Saigon Aug. 3, Mails and General.

—MESSAGERIES MARITIMES.

Aug. 6, Deutschland, German barque, 269, F. Tiemann, Newchwang June 21, Beans.—ARNHOLD, KARBERG & Co.

Aug. 6, Eudoxie Adolphe, French brig, 254, Martio, Newchwang June 26, Beans.—CARLOWITZ & Co.

Aug. 6, Gustav Adolph, German barque, 272, J. Neumann, Newchwang July 4, Beans.—EDUARD SCHILLHANS & Co.

Aug. 6, Warrior, British barque, 910, William Baumann, Cardiff March 20, Coal.—ORDER.

DEPARTURES.

Aug. 5, Hailong, for Swatow, &c.

5, Yangtze, for Canton.

5, Formosa, for San Francisco.

5, Starlight, for Bangkok.

5, Adria, for Singapore and Bombay.

6, Golden Horn, for Saigon.

6, F. H. Drews, for Guam.

6, Chocula, for Newchwang.

CLEARED.

Bertha, for Guam.

Pat-octus, for London, &c.

Norna, for Swatow.

PASSENGERS.

ARRIVED.

Per Iraouaddy, for Hongkong: from Saigon, Messrs Gan Chin Wee, W. Frée, and 81 Chinese. For Shanghai: from Manille, Mr. Winton and servant, and Mrs. Bado. For Yokohama: from Manille, Mr. C. Léry.

Per Yangtze, from Shanghai, Mrs. Pearson and 2 children, and 31 Chinese.

Per Aberlady, from Melbourne, 92 Chinese.

DEPARTED.

Per Hailong, for Swatow, &c., 70 Chinese.

Per Golden Horn, for Saigon, 160 Chinese.

TO DEPART.

Per Pat-octus, for London, Mr. A. Mentiply; for Singapore, 20 Chinese.

SHIPPING REPORTS.

The British steamer Yangtze reports: Moderate and light S.W. winds throughout.

The French brig Eudoxie Adolphe reports: Variable winds, and heavy sea from the South on two occasions, amounting to typhoons.

The German barque Gustav Adolph reports: Variable winds and fine weather until 12th July. From 12th and 18th July a heavy gale with tremendous sea—wind East veering round South. On 18th July experienced another gale from N.E. veering round to N.W. Tremendous Southerly sea. Afterwards variable winds again and calms to port.

The British barque Warrior reports: Variable winds and light weather until May 28th, experienced a heavy gale from S.W. with tremendous sea running. Thence light air until the 28th July, when had some severe weather, lost the fore-topmast, wind veering round to the N.E., June 1st, experienced a heavy gale with a heavy sea running, light winds until June 18th, when we experienced a gale which lasted till the 20th from the S.W. From Anger fine clear weather wind from South to S.W.

CARGO.

Per S. S. City of Peking, sailed August 6th, 1877.—For Yokohama, 8,603 bags

Sugar, 15 bags Coffee, 250 pkgs. Cordages, 300 pkgs. Candles, 14 pkgs. Oils, and 221 pkgs. Merchandise. For San Francisco, 9,461 bags Rice, 886 bags Beans, 404 bags Sugar, 50 bags Ginger, 60 bags Tapioca, 2,103 pkgs. Merchandise, 4,195 pkgs. Tea, 283 pkgs. Oil, 36 pkgs. Matting, 100 pkgs. Cordages, 85 pkgs. Oils, 478 Quicksilver Flasks, 1 pkgs. Silk Goods, 2 pkgs. Raw Silk, and 42 pkgs. Opium. For Victoria, B.C., 31 pkgs. Merchandise, and 2 pkgs. Crude Opium. For La Libertad, 6 cases Moss Silk. For San Jose, 1 case Silk Goods. For Panama, 2 pkgs. Patma Opium, 80 pkgs. Tea, 20 pkgs. Tobacco, and 1 merchandise. For Callao, 20 pkgs. Crude Opium, 24 pkgs. Silk Goods, 10 pkgs. Tea, and 8 pkgs. Merchandise. For New York, 1,780 pkgs. Tea, 1 pkgs. Merchandise, 3 pkgs. Silks, and 140 pkgs. Raw Silk. For Boston, 100 pkgs. Tea.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW.—
For NORN, at 9.30 a.m. To-morrow, the 7th Inst.

For SHANGHAI.—
For PERNAMBUCCO, at 11.30 a.m., on Tuesday, the 7th Inst.

For SWATOW, AMOY & FOCHOOW.—
For YESSO, at 11.30 a.m. To-morrow, the 7th Inst.

For SHANGHAI.—
For IRAOUADY, at 1 p.m., on Wednesday, the 8th Inst. Late letters received from 1.10 to 1.30, with 18 cents late fee.

For BANGKOK.—
For DANUBE, at 5 p.m., on Thursday, the 9th Inst.

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet MIRZAPOR will be despatched with the Mails for Europe, &c., on SATURDAY, the 11th August.

The following will be the hours of closing the Mails, &c.:—
Friday, 10th Inst.—
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, 11th Inst.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 18 cents extra.

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only, addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.50 a.m., when the Mail is finally closed.
Hongkong, August 1, 1877. au11

MAILS BY THE FRENCH PACKET.—
The French Contract Packet DEEMNAH will be despatched from Hongkong, on SATURDAY, the 11th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—
Friday, 17th Inst.—
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 18th Inst.—
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) may be posted on payment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.
Hongkong, August 4, 1877. au18

MAILS BY THE UNITED STATES PACKET.—
The United States Mail Packet CHINA will be despatched on MONDAY, the 20th Instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.
Hongkong, August 6, 1877. au20

General Memoranda.

WEDNESDAY, August 8:—
3 p.m.—Iraouaddy leaves for Shanghai. Transfer Books of the Hongkong and Whampoa Dock Company, Limited, closed from this date to 22nd Instant, included.

FRIDAY, August 10:—
Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

SATURDAY, August 11:—
Noon.—English Mail leaves for Port of Call and Europe.

Goods per Iraouaddy undelivered after Noon, subject to rent and landing charges.

MONDAY, August 13:—
Bowen leaves for Sydney, &c., on about this date.

THURSDAY, August 16:—
3 p.m.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation at City Hall.

MONDAY, August 20:—
3 p.m.—American Mail leaves for Yokohama and San Francisco.

TUESDAY, August 21:—
3 p.m.—Meeting of Shareholders of the China Traders Insurance Co., Limited, at the Head Office, Hongkong.

WEDNESDAY, August 23:—
3 p.m.—Meeting of Shareholders of the Hongkong and Whampoa Dock Co., Limited, at City Chambers.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Yess leaves for Coast Ports.
Noon.—Pernambuco leaves for Shanghai.

Miscellaneous.

Notice of optional cargo per Iraouaddy to be given before 10 a.m.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

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OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.50 p.m.

BIRTH.

At Chefoo, on the 22nd July, at 10.30 p.m., the Wife of Mr. E. SCHRODER, of a Son.

DEATH.

At Chefoo, on the 22nd July, at 1 p.m., the Son of Mr. and Mrs. E. SCHRODER, aged fourteen months.

THE CHINA MAIL.

HONGKONG, MONDAY, AUGUST 6, 1877.

A CONSIDERABLE period of time has been occupied in the Police Court and a Naval Court at Shanghai during the last two weeks in investigating a series of rather extraordinary disturbances on board the steamship Consolation, commanded by Captain Roper, who is, we believe, well known in this port. As the proceedings have reference to the relations existing between the Captain of a steamship and his engineers, a resumé of the circumstances will be found interesting. The first case was a charge brought by Captain Roper against certain of his firemen for being absent from the ship without leave. It seems that the Captain encountered the whole nine of his firemen on shore, although before leaving his vessel he had given orders to the second mate that no one was to be allowed to go on shore in his absence. The men pleaded that the Chief Engineer had given them leave, a statement that was not denied by that officer, who stated that he had received permission from the Captain to allow the firemen to go on shore at any time. This assertion, however, was denied point-blank by the Captain, and appeared to be, afterwards qualified by the Chief Engineer himself in stating that when the men applied to him for leave he replied "Yes, so far as I am concerned you may go," thus clearly indicating that he considered somebody else should be consulted in the matter. The Magistrate in delivering his decision said that "the engineer could not dispute the Captain's authority, and that the remedy for all this was in the Captain's own power. He had only to call all his men together before him, and tell them in plain terms that no leave to go ashore was to be given except by himself or the officer of the watch. If after that any one, whether firemen or not, went ashore again without the Captain's leave or that of the officer of the watch, his Whorship would punish them. It was not the engineer's place at all to give them leave, unless he had that power expressly given to him by the Captain." The Magistrate then dismissed the case on the ground that the Chief Engineer had given the defendants leave, and they could not therefore be held to have come ashore without it. It would certainly be a very inconvenient state of affairs, that might result in some exceedingly awkward predicaments, were an engineer invested with the power of granting leave to his firemen whenever he chose. The whole of the arrangements and movements on board a vessel ought undoubtedly to be under the control of the Captain, and while he may act wisely in leaving the economy of the engine room to his engineer, yet the Captain as the head of the vessel, should certainly be in a position to know the whereabouts of the whole of his crew from the firemen upwards, and also possess the power of imposing any check he might deem advisable upon their proceedings.

This case was followed by another, in which Captain Roper charged his chief and third engineers with drunkenness, general insubordination, and assault. The evidence showed the existence of a deplorable state of affairs on board the Consolation, which for the sake of the safety of the steamer and the lives of those sailing in her, it is a matter for congratulation has been brought to an end. At the conclusion of this case the Magistrate thought it was one that should be investigated by a Naval Court, and this course was accordingly adopted. Previously, however, to the sitting being concluded, two other charges,

brought against Captain Roper, were settled, one in which a Chinese member of the crew charged him with assault, and the other for using abusive and threatening language to one of the firemen. In the former case, Captain Roper was fined \$20 and costs, and the second charge was dismissed. The Naval Court to enquire into the disturbances sat at the British Consulate on the 30th instant. Six of the crew were examined on behalf of the first and second engineers, who made statements admitting having behaved in a manner they would not have done but for the provocation on the part of the Captain. The Court took half an hour to consider its decision, which general discipline of the steamer since a few days after leaving England. The chief engineer's (Campbell's) certificate was suspended for six months, and he was ordered to be imprisoned for four weeks without hard labour, and to pay two-thirds of the costs of the Court and his maintenance in gaol, and to be dismissed his ship. Cummings, the third engineer, was sentenced to four weeks' imprisonment with hard labour, and ordered to pay one-third of the costs of the Court and his maintenance in gaol, and to be discharged the ship. Captain Roper was warned that the Court considered that he had shown great want of judgment, of tact, and of temper, in the government of his crew. Judging merely from the evidence the decisions of the Court appear to be very sensible ones.

SOME vigorous writing has lately been directed at home against the Society of the Holy Cross—a ritualistic order whose members apparently seek to introduce into the Church of England a nasty version of the nastiest features of the Romish confessional. A filthy and vilely suggestive pamphlet has recently been issued by this Society entitled "The Priest in Absolution;" and many good men ever that it is much more calculated to deprave the morals of the people than the medical work ("The Fruits of Philosophy") for publishing which Mr. Bradlaugh and Mrs. Besant have just been so heavily punished. This incident in the history of the Church of England forms the subject of a telling cartoon by Tenniel in the June 30th issue of Punch just brought on by the French Mail steamer, entitled "A Wolf in Sheep's Clothing." The wolf is a priest of the Holy Cross persuasion; his ill-favoured, Italian-like face is surmounted by a broad-brimmed hat, in his left hand he holds a copy of "The Priest in Absolution," while from his coat-lap pocket appears a paper labelled "Holy Cross." The priest orines and shrinks under the grip of Mr. Bull, whose finger and thumb hold the clerical ear to some purpose with the left hand, while in the right he grasps a walking-cane. John Bull's honest and manly presence is up right and resolute, and there is a tone of determination in his burly form which is in Tenniel's best style. Turned to Britannia (whose scornful look towards the priest might have withered the cleric's had he not seen it) Mr. Bull says, "Whenever you see any of these sneaking scoundrels about, Ma'am, just send for me. I'll deal with 'em, never fear!" There is little fear but this contemptible form of "filthy communication" assumed by the extreme Ritualists will be satisfactorily dealt with in due course.

LOCAL AND GENERAL.

THE German barque Deutschland is outside, with hatches stove in and other damage.

THE maximum temperature at the Harbour Master's Office during the last week was 89 and the minimum 76; at the Peak the maximum was 78.5 and the minimum 70. The rainfall was 2.15 inches.

A MEETING of Justices will take place to-morrow at 11 a.m., at the Magistracy, to take into consideration an application from Mr. Frederick Linde to take over the Spirit License of the British Hotel, vice Mr. John McNulty.

THE Band of the 28th Regiment will perform the following programme to-morrow evening, commencing at 8.30 p.m.:—
Overture, William Tell, Rossini.
Selection, Bethy, Donizetti.
Valse, The Comet, Strauss.
Huph-nium, Longing for Home, Hartman.
Selection, Trial by Jury, Sullivan.
Galop, The Post Horn, Keonig.

AN Inquest was opened to-day at the Old Government Civil Hospital, West Point, on the body of a Malay seaman belonging to the Siamese barque Krung Thep named Ahmed, who died of drowning. The deceased was said to be subject to occasional fits, and on the morning of the 1st, at 4 o'clock, he was seen going forward by the watch, and soon after, an alarm of a "man overboard" was raised. A Malay Seaman named Tom went down the chains at once to try to save the deceased, but he disappeared. The body was seen floating near the Krung Thep yesterday afternoon, and was picked up. The enquiry, for want of a Malay Interpreter, was adjourned till to-morrow, at 8.30 p.m., when it will be resumed at the Magistracy. The Jurors were—Messrs J. Y. V. Shaw, J. M. Hanlon, and W. E. W. von Bohners.

(L. & O. Express, June 28th.)

Latest Mail Advertis:—Yokohama (via San Francisco), May 23rd; Shanghai 6th; Foochow 6th; Hongkong 12th. The French mail, with the advices dated as above, from China and the Straits Settlements, reached London, via Marseilles, as stated in our last issue, on the 19th inst., six days early. The Japan advices were received per Pacific Mail Company's steamer City of Peking, via San Francisco, on the 27th inst. The next inward (P. and O.) mail, which will bring advices from Yokohama 9th, Shanghai 13th, Hongkong 19th, Singapore 26th May, left Brindisi this morning, and will reach London on the 2nd proximo, its due date.

In the daily papers, we understand that nothing will be done until the Imperial Edict authorizing the Loan is lodged at the British Legation in Peking.

The Messageries Maritimes have received telegrams from their agent at Aden, which announce that nearly all the passengers have taken passage to Suez, on board the P. & O. Company's steamer *Zambesi*, leaving Aden on the 25th inst. The company's agents in Egypt have been instructed to attend to passengers on their arrival at Suez, and send them by special train to Alexandria, at which place they will embark on the 3rd of July on board one of the company's steamers, which will be due at Naples on the 7th and at Marseilles on the 19th proximo. The captain of the *Meikong* is also on board the *Zambesi*, and the crew have been shipped on board the French Government steamer, *Finisterre*, bound for Toulon.

Cape Town, May 29.—The *Emma and Alice* is discharging part of her cargo; the leak has taken up, and surveyors recommend her to be caulked. Tenders have been invited for repairs; cargo much damaged. June 6, the *Maid Marian*, from Cardiff to Hongkong, which put in here April 23 with damage, not having been able to obtain funds to defray her expenses, sold about 250 tons of her coal for that purpose; she proceeded this morning for her destination. The missing boat of the *Sealark*, of Liverpool, and the crew have been found in a forest near Humansdorp; the men had been there for eleven days, during which time they subsisted on mussels.

The P. & O. Company's steamer *Mongolia* which left Southampton yesterday with the heavy portion of next outward mail, has on board specie to the amount of £118,120, including £120 in gold for Galle, and in silver £81,709 for Penang, £43,800 for Hongkong, and £7,200 for Shanghai.

Police Intelligence.

(Both Magistrates Sitting.)

6th August, 1877.

LARCENY.

Benjamin Russell, a seaman belonging to the American ship *Leading Wind*, and Mak Ahop, a marine store dealer, were brought up, the 1st charged with stealing, the 2nd with receiving, a silver watch and chain stolen from a seaman on board the same ship. The articles were missed on the 4th July last, and the 1st defendant then ran away from the ship. On the 1st inst., he was brought back by the Police, and on the 5th he acknowledged the theft, giving the address of the 2nd as the place where he had sold the watch and chain.—The 1st defendant had nothing to say, but the 2nd denied that he knew that the watch and chain were stolen property and that he had bought them from a seaman whose identity he was not certain of. The 1st was sent to three months' hard labour, and the 2nd was discharged; the property was to be given back to the owner.

BREACH OF REGISTRATION ORDINANCE.

Ip Kam Ping, the registered householder of No. 276 Queen's Road Central, was summoned for furnishing untrue particulars to the Registrar General in reference to the tenancy of the house. A few days ago the occupants of the third floor of the house were convicted for keeping an unlicensed brothel, and it was ascertained that the names of the defendant furnished to the Registrar General as the occupants were entirely different to those convicted. They were said to be Chinese seamen whereas the occupants were all females. The defendant was fined \$50, or two months' hard labour.

"POKEMON DEVIL."

Thomas Walker, a cook on board a British barque, was charged with having gone into a shop to buy a pair of shoes, and refused to pay for the same. In the course of his evidence, the complainant persisted in calling the defendant a foreign devil in spite of the Magistrate's warning, and was consequently fined 50 cents, while the defendant was fined \$5 for unlawful possession.

DARING ROBBERY FROM THE PERSON.

A Chinaman was charged with robbing a watch from the person of Captain Burr while he was taking his walk on Garden Road. The case was remanded till the 8th inst. for enquiries.

China.

SHANGHAI.

A great cloud of locusts passed over certain portions of the district between Shanghai and Ningbo on Thursday, Friday, and Saturday last. Small bodies were seen crossing the Railway on Thursday, but the main swarm did not arrive till Friday, when the numbers were so large that the fields on both sides of the line, the line itself, and the very air were filled with them for an almost incredible distance. The flying army is said to have been so numerous that, as the trains sped along, the engine-drivers caught the insects by handfuls. But slight damage, however, appears to have been done to the crops; though that is possibly to be attributed to the fact that the insects did not settle, those which halted almost immediately taking wing again. Some stragglers were found, it is said, in the Public Garden and elsewhere in the Settlement.—On Saturday, smaller flights were again seen "crossing the line," and all appeared to be coming from the same direction and making for the same destination, wherever those unlucky extremes may be.

Nothing had been heard up to yesterday (July 18th) of the missing ship *Lauderdale* and barque *Eagle*, which are now about sixteen days overdue from Nagasaki. The gravest fears are therefore entertained for their safety. The ship *Black Arrow*, which left that port two days after the missing vessel, arrived at Shanghai a week ago. H.B.M. gun-vessel *Frolic* has not yet returned from her presumed mission of search, but until she does all hope should not be lost, especially when it is borne in mind that a few months since the brig *Minatitlan* was over twenty days on the voyage from Nagasaki to Shanghai, and eventually turned up after undergoing considerable hardships.

WIAICESTOCK.

July 2nd.

Per China, via Nagasaki, we hear from Wiaicestock that Admiral Pousinoff, in the *Bayan*, arrived there from San Francisco on Sunday last (the 1st). The rest of the fleet were expected to arrive shortly. The place begins to assume quite a military appearance, as there are now in the town several regiments of infantry, Cossacks, and field artillery.

A review was held here a few days before the Chinese left, when the whole of the troops went through a number of evolutions; the field artillery being especially noticeable for the precision with which they executed the different movements allotted to them. Some torpedo experiments were afterwards attempted, and although quite a number of them have been laid at the entrance of the harbour, the engineers did not succeed in exploding one of them, and the barge which it was intended to blow up returned uninjured.

The building of batteries is being pushed forward with the utmost rapidity, so that the straits and entrance to the harbour begin to put on quite a formidable appearance, many of the guns being already in position.

Under the name of hotels, gambling houses are now openly permitted, some of them receiving monthly licences from the police office, for which they pay a good stiff sum. This appears the more strange, as gambling is most strictly prohibited by Russian law; and it is really a curious fact that such a small place can support so many of them.

One enterprising American has built some six or eight gambling places on his compound, in the centre of which he has obtained permission to build a Chinese theatre by way of attracting gamblers to the tables. Several hundred workmen and small traders are to be seen there daily, getting rid of their earnings. The worst feature, however, is that these dens are allowed to be open at night, so that the inhabitants will doubtless not be astonished to hear shortly of a repetition of the Marston murder; the principals in which escaped from prison, since which nothing has been heard of the man.

Admiral Eardmann, the Governor, was in Niolefski, but was not expected to make a long stay there.—N. O. D. News.

THE LOSS OF THE MEIKONG.

(Calcutta Englishman, July 17.)

ADEN, June 22, 1877.

We have been favoured with the following letter received in Calcutta from a lady who was wrecked in the *Meikong*:

By the telegram that Mr E. received this morning, I see that you have received mine, and that you are aware as to what has happened to us. Don't be alarmed on our account, for in the midst of trouble we had much good luck. The children withstood all the shocks and fatigues in an astonishing manner; they are fresh and active, as if nothing had taken place. I thank God for having saved them; for they might have perished, as the other four men did, or have suffered a great deal. I would like to write you a good long letter; but I will write bit by bit, for I am suffering from erysipelas in the face, which tires me, and prevents my seeing, for my eyes are quite lost in my swollen face. My cheeks were crimson for several days, and to-day they are blue; but the doctor says that it will be all right. I missed the last mail, but Mr A. wrote you a few lines to re-assure you. On board the *Meikong*, we (the passengers) were all disaffected with the fare and with the stewards. We wanted to put in claims on this account; but, as the Captain was such a good and amiable man, and the Purser also, we always put off doing so. One fine evening, a Sunday, we were all in bed in the cabin when we noticed that the seas were already coming in and wetting our mattresses, owing to the negligence of a steward who had forgotten to shut the ports, when all of a sudden we felt a fearful shock, and then another, and so on for about twenty minutes, so much so that we could not stand upright, and the bumping became so violent that it seemed as if the ship would break in two, and let us fall into the water. I will not tell you our agitation in that moment, because I do not remember, so terrified was I; and trembling all over, I made my way to my cabin to try and find the life-belt and to put it on. But my hands were shaking too much. Then I fell on my knees, and drawing my children to me, I prayed. All this time on the bridge the confusion was at its height. Some of the sailors threw themselves in the braces, and the others were preparing to jump into the sea without well knowing what was going on. The Captain and the Purser never lost their self-possession, and the latter, a hero, died of fatigue and privation in trying to save the others. This is how the accident happened. The Captain, who is near-sighted, imagined that the dangerous part had been passed, and he left the ship in charge of the first officer, who is old and nearly blind. He did not see the mountain or the rocks, and quietly drove us on to them. Thus we were tossed from one rock to another; but the sea, fortunately, was pretty calm. If such had not been the case, we could not have lasted more than five minutes, so great were the shocks. After passing half an hour between life and death, the doctor came to me where I was standing on the deck, dumb with fright, and told me we were saved, for we were on a sand-bank, and land was only forty yards or so from us. This was at midnight. The night was very fine, and we gained a little courage. A boat was sent to the land with one officer and one sailor, who were drowned; then again another boat, and by means of a rope they were able to land a fifteenth part of the passengers, who were much bruised, for they could not see in the darkness what was going on. The Catholic priest was the first to leave us to save himself. The Captain then decided that we should not land till daylight, for the vessel might keep together for another fifteen days. The bumping continued to an alarming extent, and the water came over us till the moment of leaving the ship. This awful place is called Cape Gare de Fay. I took some money, but left my jewels behind. For I was assured that the boat, or to speak more correctly, the wreck, into it, and thus we left the ship. Shots from all sides helped to encourage us, and the sailors to bestir themselves. The waves rushed in on us. At last we came close to shore, the boat was drawn back, and the sailors who were waiting for us on the sand took us in the sea, and thus we wedded in the waves. These good sailors behaved like heroes. On arriving on the desert, I found Mme. G. drowned, as we were, who threw herself into my arms, and then went off into a dead faint on not seeing her husband. On board each detachment on leaving was saluted with benedictions, and they watched for our arrival on land, and then they hailed us

with cheers; and the same scene repeated itself on the shore. On board, during the six hours of suffering we were helped by the men passengers with such good will, and such ready aid, that one really cannot form an idea of it all. I must say that the Englishmen devoted themselves entirely to the women and children. Men who were quite unknown to me took each of my children in their arms, and assured me that they would not leave them except to die. They were good swimmers, and were provided with life-belts. What brave hearts! The women, on the whole, behaved very well. All the young ladies gave proofs of their self-possession and courage. Mme. M. performed miracles during the whole of that day, occupying herself only to the welfare of the others and to the detriment of her own health. She is well now, but has suffered much from fatigue and emotion. The landing of the crew was not over till noon, during which time the sailors came and related us in a friendly manner, and asked us to smile all the while, for our jewels and our rupees. When they found out that everything was on board, they said that the ship was to be handed over to them such as it was, or else they would kill us. The Captain was frightened, and consented to everything; so that here we were denied and deprived of things which were most wanted. I found in the hands of a savage my life-bag, but there was nothing in it, except a brush two combs, the photograph of —, the glycerine, and the amica—all the rest was stolen. The stewards and stewardesses of the steamer laid their hands on things in our cabins, and came on shore doing their usual size. We did not dare to search them, but the police at Aden took charge of them. They threw many things in the sea, but others were found on them. We have been asked to assist at the inquiry, which will take place to-day at the French consulate; I think we will all keep away. *Mais vengeance a son moment.* Having reached the shore, the sun being hidden behind clouds, we were unable to dry our rags till late in the day, so that we remained on a rock for many hours, with a wind cold enough to make one shiver. I had no other clothing but a petticoat and a jacket on *percale*, and my cashmere *beret* on my head. The children were clothed such as they were during the night and with a cashmere *beret* which a lady had lent them. Towards 10 o'clock it began to get hot, and we remained on the sand in a broiling sun till 10 o'clock. An umbrella was given me, and so I could shade the young ones. The excitement, the want of sleep, and the cold had tired me. In spite of all this, we had to set out before the evening to the neighbouring bay, to get on board an English ship which was waiting for us. I must tell you that we had the good luck to have been seen in distress by an English ship, freighted with tea, the *Clanryan*, of Glasgow, whose Captain did his utmost to help us. He is a brave man whom we will never forget. Not being able to take us on board where we were, he went off to the neighbouring bay, and came across the desert to tell us that we could all go on board his ship. The sailors put their services at our disposal. We set off after having eaten only some biscuit and some pine-apple. I wrapped up the children's heads with all the wet rags that I could find, and covered their heads with *topis* and a shawl. They were put on a straw chair tied to oars, and four gentlemen carried the chair nine miles, with the sun at its zenith. These poor fellows had no stockings, others had no shoes; they walked on with hands and feet covered with sores. But they have taken such care of C. and S. that they did not suffer at all while crossing the desert. I walked behind them, barefooted, on the burning sand, for my slippers tired me. Mr. M. gave me his arm on one side, and an old French gentleman on the other. They dragged me thus for nine miles, less than I should have expected. O was carried in the arms of a fine young fellow, an Englishman; and Mme. M. followed arm-in-arm with two other gentlemen. Our caravan consisted of two hundred people. If you could only have seen how we were got up, with torn clothes, red faces, and with an allpowerful thirst! At last we reached the bay. What a lovely coup d'œil! The sea so smooth! The boats belonging to the English steamer were waiting for us, and we were given fresh water to drink. How delicious it was! Scarcely were we on board, when Mme. M. found herself ill; she had suffered too much during the day. The following day fainting fits were the order of the day; men and women all were unwell. The English Captain generously gave all that he had in the way of provisions. We were starved. There were no cabins. The Captain gave us his; the others slept on the bridge. We did not dress, for we had no where to sit. As for me, I was constantly sea-sick; so were the children and Mme. M. The crew of the *Meikong*, after having worked all night in giving orders, for it was he who had preserved his coolness, while reaching the shore, tired and done up, got sunstroke and died, regretted by all. Mr. Arratoon, of Madras, an Armenian, died of sunstroke during the march, and was buried in the said. We can thank God that we came out of it all so well. The doctor tells me that the sun having affected my face, it prevented sunstroke. I suffer, but I am happy.

I landed at this hotel dressed in the stockings of the Captain, the shoes of an officer, a pair of trousers of C.'s wet on my head, and my dress of *percale* in shreds. — an Italian lady, lent us lots of clothes, and the ladies of the port are making dresses to distribute among the ladies and children. We are so parched that no water, no ice, no wine can satisfy us. — They wanted to send us in a gun-boat, but we have refused, and we will not go except in a good and large steamer. Nearly all the passengers are fine brave people, the Englishmen above all. They remained on board to the last, and when we were all saved, they rejoined me. I forgot to tell you that the savages did not molest us, because two years ago a treaty was made with them, to the effect that no more people were to be killed. Still the *Meikong* people were all well-armed, and we could have made resistance enough, at any rate, to save some baggage.

A TURKISH RETREAT.

The correspondent of the *Daily Telegraph*, writing from Kustendje on June 25, gives the following account of the retreat of the Turks from Hirsowa:— I have just arrived from Hirsowa, after hard riding all night, and never shall I forget the scenes of misery I have witnessed during the past few hours. Last evening

the commander of the Turkish forces to which I was attached, hearing that the enemy was approaching, gave orders to call everything together in order to break up the camp and retire before the Russians. I also received instructions to be in readiness to accompany the troops at a moment's notice. All were soon assembled, and awaiting further direction. All was still and quiet. There was a bright moon which lighted up the landscape around us most brilliantly, bringing its more prominent features well before the eye, and making even distant objects plainly distinguishable. The soldiers had gathered in groups about the tents or were sitting around the camp fires, and everybody was speculating as to what our future movements were to be. About half-past nine a major rode out to a short distance from our position, but suddenly returned, crying out, "Good heaven! the Russians are upon us!" We all rushed out of the encampment to look for ourselves, and could distinctly see in the clear moonlight the columns of musketeers, which had almost encircled us. A terrible panic ensued; tents were emptied in a few seconds, what was necessary hurriedly seized, and soldiers scrambled into, and then the Russians appeared to be everywhere. Thousands of peasants and their carts were to be seen along the roads flying terror-stricken before the advancing enemy—men, women, and little children, with their household goods, cattle, dogs, and horses, all mingled in one surging crowd, and all intent upon making good their escape from the clutches of the soldiers of the Czar. Some of the fugitives were riding, some on foot, and some could only limp along with the utmost difficulty; but all were incited to fresh efforts by the sound of the Cossack trumpets falling at intervals upon their ears, and had to continue their dreary flight. It is perfectly clear that the Russians are advancing from Tuluk, Matchin, Isaktsche, and Hirsowa, covering the interior of the country like a swarm of locusts, bringing terror wherever they come, and, like them, devastating and desolating everything in their course.

THE PASSAGE OF THE DANUBE.

The Russians have at last crossed the Danube, and are now on Bulgarian soil. For more than a week past, movements of an unusual character have been noticed all along the river bank from Nicopolis eastward, clearly indicating that the campaign was soon about to commence in real earnest.

At last, on the night of June 21, a number of boats, containing infantry, put forth from Galatz on the perilous enterprise. The men engaged were companies of the Riask and Riazan regiments under Major-General Inokoff, commanding the 1st Brigade of the 18th Infantry Division, and numbering about 8,000. The Turks do not appear to have been taken unawares. On the contrary, from 3,000 to 4,000 infantry, 800 cavalry, and two guns awaited their arrival on the opposite bank, ready to give them a hot reception. They nevertheless effected a landing, and marching at once inland, they carried the bridge at Matchin, commanding the little town of Matchin. Unaccompanied at first by either cavalry or artillery, the difficulty of maintaining themselves was increased. On the arrival, however, of one or two guns the Turks withdrew at once. On the following day, at about 3 p.m., General Zimmerman, commander of the 14th Corps d'Armée, accompanied by the Brodino Regiment, having crossed over on steamboats, arrived at Matchin, now abandoned by the Turks, where they were well received by the inhabitants, and where they were joined by Inokoff and the regiments who had first passed over. The construction of a good road between Matchin and Braila was then commenced. Such is a brief account of the first offensive movements of the Russian European army. The Turks have not retired before them. Why, we are not told, further than that it does not enter into the plans of Abdul Kerim to resist an attack in the Dobruksa. But we can understand the wisdom of his not doing so. This low lying tract of country is ill adapted for defence, wherefore it has never been the intention of the Turkish commander to do more than watch the points of passage. We can also appreciate the generalship which refuses to weaken the other parts of the line of defence until he has been made fully aware of the designs of his enemy. It is not at all certain that in this attack we see the true one. The 9th corps from Slatina is marching down to the Danube along the Aluta—indeed, between this river and the Vede three corps are said to be concentrated—and for ought we know to the contrary, all the available Ottoman forces may be required on this flank before many days are past. Further intelligence reports that a second crossing had been accomplished at Hirsowa to the number of 18,000; and the Turks, having evacuated Isaktsche and Tuluscha, the combined Russian division are marching rapidly to the right bank towards Orsova and Kustendje.

No attempt has yet been made to force a passage on the middle section of the Danube—a much more serious enterprise. The great task has yet to be accomplished, and will hardly be achieved without great loss of life, unless the Russians are content to wait for General Zimmerman's advance along the right bank of the river.

BOMBARDMENT OF GIURGEVO AND RUSTCHUK.

An artillery conflict between Rustchuk and Giurgevo began in earnest on June 23.

The object of the Russians, who have been constructing their heavy batteries on the Roumanian bank for these several weeks past, is to destroy the place as a great centre of offensive and defensive operations. The Turks reply in order to diminish and silence the enemy's batteries. The Russian fire appears to have been directed upon the centre of the town. The breadth of the river here is not more than 800 yards at its ordinary summer level. Between Rustchuk and Giurgevo there is an island, possession of which would have enabled either belligerent to command the river, but neither was fortified. Rustchuk stands on a kind of terrace, sixty feet above the level of the Danube, and is surrounded by an eastern rampart with bastioned front, and by a moat and counterscarp. The length of the bastioned front is about two miles. On the hills, behind or near the town, heavily armed works have been erected at an average distance of 1,000 yards from each other, the total length of this fortified encampment being nearly six miles. The Russian entrenchments lie between Giurgevo and the village of Slobozia, and are within a mile of the river front of Rustchuk, and not more than 2,000 yards from the powder magazine.

Telegraphing from Rustchuk on June 24, a correspondent says:— The bombardment of this town by the Russians continues, and has become terrible. The Turks stand the fire with great coolness, and reply vigorously and with good aim. A shell has fallen in the prison and killed two of the prisoners. Several non-combatants have been killed and wounded. The shots have struck the German, English, and Belgian Consulates. Several private houses have been damaged. The bombardment is increasing and becoming more destructive. Shells have burst near the hospital, but the Russian fire seems directed to the centre of the town.

The Turkish fire upon Giurgevo on June 25th is said to have been well-directed, and to have done a great deal of damage. Many houses were burned. The telegraph office and the gymnasium were among the buildings struck. There were only three shells struck the hospital though there are no batteries in Giurgevo or in its immediate vicinity, and the Red Cross flag is plainly visible. Besides the damage to the hospital, the residence of M. Catizli, the finest in the city, the gymnasium, the Hotel Europe, and two houses close to the hospital were nearly destroyed.

On the 26th the Turks recommenced firing at Giurgevo for two hours. The Russians at Slobozia replied, causing fires at three different points in Kustchuk.

A military correspondent of the *Times*, writing from Giurgevo, says:—

We remained about a couple of hours in the town, and in that time the streets were torn up, the houses placed and ruined by shells. At the first burst that occurred the sleepers had awoken; the houses discharged their inmates into the streets, and when shell succeeded shell there was weeping and wailing of women, hurried rushes of selfish men, and laughter of boys, who, lying concealed in an archway, rushed out to pick up the pieces when a shell burst near them. At the railway station, where I presently went, the shells fell pretty constantly, some of them bursting in the air, many of them not at all, only entering the earth with a sullen thud, to be dug out and played with afterwards till they burst and kill somebody. During the bombardment several persons were carried to the hospital, but not a single Russian. The batteries, from entering which we are debarred, for quite sufficient reasons, saw the Turkish shells pass over them or fall short, but never produced real damage either to men or works. Four Russian batteries took part in the day, but it was afterwards reported that not a single man was killed or wounded. On the other hand, two Turkish batteries were silenced. Much happened in a short time—too much, it is to be feared, for a chance of early agreement and peace. Here a house had a clean hole outside and destruction within. There a hole in the street showed where a shell had fallen. The town had been torn and mangled, some of the rooms being wrecked. The telegraph wires had been cut by shells, and lay in tangled coils about the streets. The telegraph office itself was torn and cracked by Turkish projectiles. One house had its corner torn clean away by a large shell, another its windows shattered and corridor torn to pieces. A little girl holds up a bruised arm to be pitied, and will tell for many a day how she was wounded in the bombardment of Giurgevo.

The naval correspondent of the *Daily Telegraph* writes respecting the alleged blowing up of a Turkish monitor by a Russian shell from the batteries of Braila, as follows:—I begin this letter in a state of indignation with regard to a paragraph I have just read in an English journal, quoting a telegram from Bucharest, in which it is stated that a Turkish monitor had been blown up by a Russian shell from the batteries at Braila. This report is utterly untrue. The vessel, unhappily, blown up was not at the moment in action at all. She had retired out of range of the Russian guns to make some change in the quantity of powder put into the cartridges, when, by some unfortunate mismanagement, her magazine caught fire and she was destroyed, her captain and eight men only being saved. The small gunboat flotilla on the Danube have had some hard fighting lately, and on almost every occasion in which they have been engaged they have destroyed the enemy's works and done much damage. Especially I ought to mention a very sharp affair which took place at Hirsowa, where the Russians had come down the opposite bank and thrown up earthworks. On these small gunboats made a furious attack, and after five hours of heavy firing succeeded in dislodging the gunners and preventing their establishing themselves in the desired position. A loss of four men killed and eight wounded was the result on the Turkish side; on the other the loss is unknown, but two guns were captured, and there must have been a considerable sacrifice of life. The work of these little vessels is so sinecure—they are in a constant state of trepidation from the fear of not only fixed but movable torpedoes, the latter being carried by steamers of great speed, which are constantly watching a favourable opportunity to strike a blow with their diabolical projectiles.

We have received, says the *Portsmouth Times*, particulars of a gallant action on board the *Immortalité* when on passage between Ascension and St. Vincent. About 8 a.m. on April 6 an ordinary seaman, named Thomas Hooker, was discovered to have fallen overboard, and who by dint of struggling, he being an indifferent swimmer, was just able to keep himself afloat. Mr. Robert A. J. Montgomerie, acting sub-lieutenant (who was working a sight on the bridge at the time), heard the cry of "Man overboard," rushed to the side of the ship, and saw the man struggling in the water. He jumped after him from the bridge, a height of thirty feet, he being dressed in thick clothes at the time, and the ship going before the wind, under sail, five miles an hour. The vessel was of course laid to, and boats lowered immediately. Meanwhile Mr. Montgomerie was struggling in the water weighted by saturated clothes, and a man incapable of doing anything for himself. He towed Hooker to where he supposed the life-buoy would have been dropped, a distance of about twenty yards, but found nothing there. This appears to have been owing to the life-buoy not slipping in one instance, and the second slipping and not righting. It now dawned on Mr. Montgomerie that unless he could rid himself of his clothes they must both sink. He gave Hooker every encouragement and hope, and had got clear of all but his trousers, when the man, who was getting frightened, clasped him by the legs and they both sank to a depth of between twenty and thirty feet, when Mr.

Montgomerie, by a great effort, got clear of his clothes and raised himself to the surface, bringing his companion with him. With both hands he succeeded in keeping Hooker's head above water for about ten minutes, as he had by this time become unconscious, but no boat coming and finding they would inevitably both sink, he most reluctantly gave up the hope of saving the poor fellow, who sank beside him. He then swam towards the ship, now distant about a mile and a half. The captain had decided to beat back to the boats and thus ensure a greater search, as the ship would be a better mark for the people in the water to make towards. When Montgomerie was about half way back to the ship he saw by the light of the moon the sails fill as though she was about to leave him, when by a great effort he raised himself in the water and shouted with all his might. Fortunately he was heard on board, and a boat was immediately lowered, and he was picked up in a very exhausted state thirty-five minutes. It should be mentioned, that the neighbourhood abounded with sharks, a fact which was well known on board the vessel. We are glad to learn that this very gallant effort to save another's life has been marked by their Lordships' approval, and that this young officer is likely to be recommended for the Albert medal, a decoration he richly deserves. We hope to see so praiseworthy an act acknowledged in a more substantial manner by his early promotion.

Quotations.

HONGKONG, 24th June 6, 1877.	
OPIMUM—New Pains, cash...	\$595
" Old Pains, cash...	595
" New Banaras, cash...	570
" Old Banaras, cash...	560
" New Malwa, cash...	585
" Allowance Taels, 8 & 24	585
" Old Malwa, cash...	585
" Allowance Taels, 8 & 24	585

Exchange.

Bank, on demand, ...	3/10 3/11
" 30 days' sight, ...	3/10 3/11
" 6 months' sight, ...	3/11 3/12
Credit, ...	3/11 3/12
Documentary, 6 months' sight, ...	3/11 3/12
Bombay, demand Rupees, ...	225
Calcutta, ...	225
Shanghai, demand, ...	73 1/2
" 30 days' ...	73 1/2
Bar Silver, 17, dwt. B., ...	73 prem.
Maximam, ...	14
Gold Leaf, ...	25 30
English Sovereigns, ...	5 50
Australian Sovereigns, ...	5 50
Discount, ...	9 & 10

Shares.

Hongkong Bank, 40 % prem.	
Union Ins. Society of Canton, \$800	
China Traders' Ins. Co., \$2,650	
Chinese Insurance Co., \$240	
Yangtze Ins. Association, Tls. 712 1/2 & 715	
North China Ins. Co., Tls. 860	
H.K. Fire Ins. Co., \$585	
China Fire Ins. Co., \$150	
H.K. & W. Dock Co., 24 % dis.	
H.K. & W. S.-boat Co., 10 % dis. ex div.	
Shanghai Steam Navigation, Tls. 30	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$60	
Chinese Imperial Loan, £103	

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises Queen's Road.)

HONGKONG, August 6, 1877.	
BAROMETER—9 A.M. ...	29.716
Do. 1 P.M. ...	29.660
Do. 4 P.M. ...	29.626
THERMOMETER—9 A.M. ...	93 1/2
Do. 1 P.M. ...	93
Do. 4 P.M. ...	94
Do. (Wet bulb) 9 A.M. ...	85
Do. Do. 1 P.M. ...	84
Do. Do. 4 P.M. ...	85
Do. Maximum ...	94
Do. Minimum over night ...	87

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—

VESSELS TO ARRIVE.

AT HONGKONG.				
	When left.	Name.	From.	Remarks.
Apr.				
8,	Rota,		Cardiff	
10,	St. Elmo,		Cardiff	
10,	Adolph,		Hamburg	
11,	Woodhall,		Antwerp	
11,	H. S. Sandford,		Cardiff	
13,	Vega,		Hamburg	
14,	Antipodes,		Cardiff	
18,	Titan,		Penarth	
May				
8,	Staghound,		Liverpool	
4,	James Shepherd,		London	
7,	Woodville,		Hamburg	
10,	David,		Antwerp	
11,	Naworth,		Newcastle (N.S.W.)	
11,	Papillon,		Liverpool	
12,	Peruvian,		Cardiff	
12,	Chandos,		Melbourne	
13,	Alstra,		Hamburg	
15,	Meteor,		Liverpool	
15,	Sophia,		Hamburg	
19,	Melusine,		Penarth	
19,	Onida,		London	v. Cardiff
19,	Esperia (s.),		Deal	
20,	Martha Jackson,		Penarth	
23,	Alexandra,		Liverpool	
27,	Kate Carnie,		London	
30,	O. R. Bishop,		Falmouth	
30,	Clurman,		Penarth	
June				
2,	Marco Polo,		Hamburg	
4,	Melbrek,		London	
4,	Faugh-a-Ballagh,		London	
4,	Rhuddlan Castle,		Ouxhaven	
7,	Edinard Brumm,		Portsmouth	
9,	Elmstone,		London	
9,	Dartmouth,		Penarth	
11,	Helion,		Cardiff	
17,	Onida,		Cardiff	
19,	City of Halifax,		Cardiff	
19,	Lord of the Isles,		London	
21,	Clara,		Penarth	
21,	Burmese (s.),		London	
23,	Cassandra (s.),		London	
26,	Stenton (s.),		Liverpool	
28,	Onba,		Penarth	
LOADING FOR CHINA AND JAPAN PORTS.				
At London.—Steamers via Suez Canal.				
Madagascar.		Strathairn.		
Yorkshire.				

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suva, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London.
Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
MIRZA FATEH, Captain PARKER, will leave
this on SATURDAY, the 11th August, at
Noon.
For further Particulars, apply to
A. LIND, Superintendent,
Hongkong, August 1, 1877. au11

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CHINA
will be despatched for San Francisco,
via Yokohama, on MONDAY, the 20th
August, 1877, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passengers Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.
A steamer of the Mitsui Bussan S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.
Freight will be received on board until
4 p.m., 19th August. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelopes the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.
RUSSELL & Co., Agents.
Hongkong, August 4, 1877. au20

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
spatched for San Francisco via Yoko-
hama, on the 10th August, at
3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.
Freight will be received on Board until
4 p.m. of the 9th August.
PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.
For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
G. B. EMERY, Agent.
Hongkong, July 30, 1877.

INSURANCES.

HAMBURG-MAGDEBURG FIRE IN-
SURANCE CO. OF HAMBURG.

THIS Company is now Prepared to
Issue Policies against LOSS or
DAMAGE by FIRE at Current Rates.
Every Risk taken by this Company is
participated in by Three of the largest
German Fire Insurance Companies, re-
presenting an aggregate Capital and Surplus
of over SIXTY MILLION MARKS,
equal to FIFTY MILLION DOLLARS,
thus enabling this Company to accept large
lines.

SANDER & Co.,
Agents.

Hongkong, June 26, 1877. au26

THE ON TAI INSURANCE COM-
PANY, LIMITED.

CAPITAL TAELS 400,000, EQUAL TO
\$555,555.44.

Directors.

LEE SING, of the Lai Sing Firm.
CHAN SHUNG LAY, of the Lai Yuen Firm.
WONG YIK FUN, of the Chun Cheong Wing
Firm.
LOO YEE, of the Yee On Firm.
FONG SOBY FUN, of the Tung Sang Wo
Firm.
WONG PAK CHEONG, of the San Tye Lee
Firm.
PUN FONG, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken
at CURRENT RATES to AUSTRALIA,
CALIFORNIA, MANILA, SINGAPORE, SAIBOM,
PENANG, and to all the TREATY PORTS OF
China and Japan.

HEAD OFFICE, 49, Bonham Strand,
Hongkong, June 1, 1877. au1

INSURANCES.

THE
NORTH-CHINA INSURANCE CO.

SUBSCRIBED CAPITAL—Taels Two Million,
in 1,000 shares of Taels 2,000 each.
PAID UP CAPITAL—Taels Six Hundred
Thousand, or Taels 600 per share.

PROVISIONAL COMMITTEE.

F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)
M. S. GURRAY, Esq. (Messrs David Sassoon,
Sons & Co.)
JAMES HART, Esq. (Messrs Turner & Co.)
E. H. LAYERS, Esq. (Messrs Gilman & Co.)
HUGH SUTHERLAND, Esq. (Messrs John Forster
& Co.)
A. G. WOOD, Esq. (Messrs Gibb, Livingston
& Co.)

HEAD OFFICE—SHANGHAI.

Secretary—HERBERT S. MORRIS, Esq.

BANKERS.

HONGKONG & SHANGHAI BANKING CORPORATION.

BRANCHES.

LONDON (25, Cornhill, E.C.), HONGKONG,
YOKOHAMA.

AGENTS.

At the principal ports in the East and Australian
Colonies.

THE Company will be constituted on
the 1st January, 1878, as a per-
manent Marine Insurance Company, to
carry on the business (established in 1863)
of the NORTH CHINA INSURANCE COMPANY,
1875-1877.

A Reserve Fund will be formed of Taels
400,000, by setting aside a portion of the
profits at such times and in such sums as
the Shareholders shall decide.

The net profits of the Company for each
year will be divided amongst the Share-
holders, in the following manner:—

One-third over the Shares, a portion
thereof being set aside for the forma-
tion of a Reserve Fund as above stated.

Two-thirds as a return to Contributors
(being Shareholders), in proportion to
the Premiums paid or influenced by them.

A revision of the Share List will take
place at the end of every three years, and
for this purpose power will be given to the
Directors by the Deed of Settlement to
withdraw at the before-mentioned periods
all or any of the Shares held by Share-
holders who have not contributed Premiums
or whose contributions during the preced-
ing three years have not been in proportion
to the number of Shares held.

Shareholders retiring from the Company
in pursuance of the above regulation, will
be notified at least three months prior to
the date fixed for any such revision of the
Share List, and will have the option of dis-
posing of their Shares in either of the
following ways:—

They will be at liberty at any time after
receipt of notice of withdrawal, and
prior to the date of revision, to sell
their Shares to any person approved by
the Company and accepted as the
transferee; or

Upon surrendering their scrip certificate
for cancellation at the time of such
revision, and pursuant to notice, will
receive a return of the Capital paid up
thereon; and so soon after as the
financial position of the Company up
to the date of the revision can be ascer-
tained and the accounts adjusted, they
shall also receive a pro-rata share of
the Reserve Fund, if any accumulated,
together with such proportion of the
unappropriated profits as may be found
due to them.

NOTICE IS HEREBY GIVEN, that Applica-
tions for Shares in the undermentioned
form will be received at the offices of the
Company, from residents in China and
Japan, until the 30th September; from
London and distant ports until 31st Octo-
ber next.

FORM OF APPLICATION FOR
SHARES.

To the Provisional Committee of the
NORTH-CHINA INSURANCE COMPANY.
Gentlemen,

I,, hereby request that you
will allot to me Shares in the
above Company, and agree to
accept such Shares, or any less number
you may allot to me, and agree
to pay the first call of Tls. 600 per
Share, and all subsequent calls, and to
subscribe the Deed of Settlement when
required to do so.

Gentlemen,
Your obedient servant,
.....

Forms of application for Shares can be
obtained at the Head-office, or by applica-
tion to the Agents of the Company.
Shanghai, June 18, 1877. oc1

NOTICE.

LONDON & ORIENTAL STEAM
TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has
This Day been Transferred to THE
MARINE INSURANCE CO., of 20, OLD
BROAD STREET, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street,
London,
1st January, 1877.

THE MARINE INSURANCE Co.
20, Old Broad Street,
London,
1st January, 1877.

ESTABLISHED 1836.

CAPITAL,, £1,000,000 STERLING.
RESERVE FUND,, £ 340,000 "

WITH Reference to the foregoing Adver-
tisement THE MARINE INSUR-
ANCE Co. has This Day taken over the
Business of the LONDON & ORIENTAL
STEAM TRANSIT Co., and has Appointed
Mr A. McIVER as its AGENT in HONG-
KONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Underigned is prepared to Accept
Risks and issue Policies on behalf of the
MARINE INSURANCE Co., by any First-Class
Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of
London.
Hongkong, February 16, 1877. au17

INSURANCES.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of
China and Japan, and at Singapore,
Siam, and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHRAN,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Mats, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, April 17, 1873.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
OF
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Underigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,
Hongkong, January 8, 1876.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 16, 1869.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albay	4	Lopez	Span. str.	486	Aug.	W. H. Ray	S'pore, Calcutta, &c.	
Argyll	1	Scott	Brit. str.	1271	Aug.	Jardine, Matheson & Co.	Bangkok	10th daylight
Danube	3	Blanchy	Brit. str.	740	Aug.	Yuen Fat Hong	Remedios & Co.	McD.'s Slip
Emmy	3	Blanco	Span. str.	222	June	Remedios & Co.	Salgon	To-day
Flintshire	4	Thomas	Brit. str.	1243	July	A. McG. Heaton	S'pore, Calcutta, &c.	To-morrow
Golden Horn	4	Alton	Brit. str.	1023	July	28 Ah Yon	London, &c.	To-day
Holbrook	5	McVicar	Brit. str.	333	Aug.	2 Russell & Co.	Yokohama	Mails
Japan	5	Smith	Brit. str.	1265	Aug.	4 David Sassoon, Sons & Co.	Coast Ports	To-morrow
Nona	2	Walker	Brit. str.	806	Aug.	4 Kwok Acheong		
Patrolus	5	Courtenay	Brit. str.	1650	Aug.	4 Butterfield & Swire		
Pernambuco	3	Hyde	Brit. str.	643	July	26 Siemens & Co.		
Volga	5	Rolland	Feh. str.	1003	Aug.	2 Messageries Maritimes		
W. Corea de Vries	4	.....	Brit. str.	334	June	4 Hok Moh Leong		
Yesso	5	Ashton	Brit. str.	559	Aug.	3 Douglas Lapraik & Co.		
Sailing Vessels								
A. S. Davis	4	Ford	Amer. sh.	1399	June	19 Russell & Co.	San Francisco	
Aberlady	4	Nicoll	Brit. bgo.	735	Aug.	5 Captain	Haiphong	
Alphington	3	Cunningham	Brit. bgo.	326	July	8 Wieler & Co.	Bangkok	
Annie Lowray	7	Gales	Brit. bgo.	752	July	5 Borneo Co., Limited		
Antwerp	4	Atkins	Brit. bgo.	1031	July	13 Melchers & Co.		
Anguste	3	Bernard	Feh. bgo.	860	July	6 Carlowitz & Co.		
Bendutha	4	Higgins	Brit. bgo.	970	July	2 Meyer & Co.		
Benefactor	1	Hayden	Amer. bgo.	596	July	28 Russell & Co.	Guam	Cleared
Bertha	4	Kinge	Ger. bgo.	442	July	26 Wieler & Co.	London	
Bon Accord	4	Scott	Brit. bgo.	398	July	19 Gibb, Livingston & Co.	Haliphong	
Briabane	3	Hudleston	Brit. bgo.	394	July	25 Russell & Co.		
C. W. Ochrane	3	Cliven	Amer. bgo.	1105	July	12 P. & O. S. N. Co.	Melbourne & Sydney	Sands' Slip
Caldew	3	Peterson	Brit. bgo.	482	July	6 Rozario & Co.		
Canton	3	Knudsen	Siam. sh.	482	July	29 Chinese		
Canton	3	Crantz	Ger. bgo.	373	July	30 Siemens & Co.		
Carl	2	Thomson	Ger. bg.	215	Aug.	4 Arnold, Karberg & Co.	Tientsin	
Cheng Soon	2	Cheng Sang	Siam. sch.	200	April	30 Chinese		
Chill	4	Yeal	Brit. bgo.	445	July	30 Gibb, Livingston & Co.		
Chocola	3	Kennet	Brit. bgo.	284	July	16 Rosario & Co.	Newchwang	Cleared
Christiana A. P.	3	Capra	Nic.3.m.s.	300	July	29 Remedios & Co.		
Christians A. P.	4	Hunter	Brit. sh.	898	July	13 Melchers & Co.	Nagasaki	
Doris Brodersen	3	Nielsen	Dan. sh.	647	July	21 Melchers & Co.		
Edinburgh Castle	3	Seward	Brit. bgo.	627	July	8 Adamson, Bell & Co.		
Emily Chaplin	2	Harris	Brit. bgo.	733	July	31 Melchers & Co.		
Emma	3	Gran	Ger. bgo.	338	Aug.	5 Wm. Pustau & Co.		
Escort	3	Waterhouse	Amer. bgo.	638	July	7 Wm. Pustau & Co.		
F. H. Drews	3	Voratz	Ger. bgo.	623	July	17 T. G. Linstead	Guam	Cleared
F. Starace	4	Garguilo	Ital. bgo.	484	July	25 Carlowitz & Co.		
Fred. F. Litchfield	4	Spalding	Amer. bgo.	1082	July	1 Meyer & Co.		
Friedrich	4	Wulff	Ger. bgo.	594	July	19 Wm. Pustau & Co.		
Galatea	2	Jaeger	Dut. sh.	1296	July	30 Order		
Genevoise	3	Leprêtre	Feh. bgo.	639	July	31 Landstein & Co.		
George	3	Steffens	Ger. bgo.	768	July	25 Melchers & Co.		
Geo. Groschaw	3	Lwing	Brit. bgo.	658	July	21 Vogel, Hagedorn & Co.		
Glamorganshire	3	McBachun	Brit. bgo.	456	July	17 H. Kier & Co.		
Gold Hunter	7	Fresman	Amer. sh.	1200	July	5 Meyer & Co.		
Grammere	3	Hastings	Brit. bgo.	698	July	1 Jardine, Matheson & Co.		
Hannah Law	3	Grig	Brit. sh.	1299	April	28 Vogel, Hagedorn & Co.	New York	
Harbinger	3	Johnston	Brit. sh.	1606	July	27 Jardine, Matheson & Co.		
Isles of the South	3	Dennett	Brit. sh.	820	July	5 Arnold, Karberg & Co.		
Jacatra	2	Dirksen	Dut. bg.	810	July	30 Russell & Co.	Java	
Jas. S. Stone	3	Weston	Amer. bgo.	710	July	7 Order		
Jalo	3	Moberg	Russ. sh.	1365	July	2 Edward Schellhass & Co.	Nagasaki	
Johanne	4	Bunje	Ger. sh.	758	July	6 Vogel, Hagedorn & Co.	New York	
Jubilee	3	Harris	Brit. sh.	765	July	11 Meyer & Co.		
Kalsow	4	Gadd	Brit. bgo.	799	July	23 Douglas Lapraik & Co.		
Kalaja	4	KRoos	Russ. bgo.	690	July	24 Siemens & Co.		
Krung Thep	2	Duhrssen	Siam. bgo.	438	July	30 Siemens & Co.		
Leading Wind.	3	Hinckley	Amer. sh.	1208	June	30 Meyer & Co.		
Loiterer	3	.....	Amer. sch.	45	Aug.	12 Insurance Cos.		
Lord Macaulay	3	Monkman	Brit. bgo.	847	July	31 Vogel, Hagedorn & Co.	Hamburg	
Loweswater	2	Roberts	Brit. bgo.	603	July	31 Borneo Company, Limited		
Maid Marian	2	Forest	Brit. bg.	205	July	31 Arnold, Karberg & Co.	Batavia	
Mapnu	3	Drews	Feh. bgo.	674	July	12 dolidaly, Wise & Co.		
Marie	4	Lawford	Feh. bgo.	379	July	27 Carlowitz & Co.		
Matchless	3	Lawson	Amer. sh.	1138	June	22 Vogel, Hagedorn & Co.	New York	
May Queen	3	Prior	Brit. bgo.	472	Aug.	1 Arnold, Karberg & Co.		
Morse	3	Robertson	Brit. bgo.	629	July	17 Gibb, Livingston & Co.		
Mignon	3	Soule	Am.3m. sh.	484	July	19 Edward Schellhass & Co.	Haiphong	
Nimrod	3	Clark	Brit. bgo.	695	July	30 Captain		
Norseman	2	Lark	Siam. sh.	711	July	16 Chinese		
Northern Star	2	Wortley	Brit. bgo.	327	July	21 Norton & Co.	Haiphong	
Notre D. de la Garde	4	Legier	Feh. bgo.	486	July	12 Carlowitz & Co.		
Parraca	3	Phillips	Brit. bgo.	464	July	12 Adamson, Bell & Co.		
Pelho	4	Christiansen	Ger. bgo.	260	July	27 Arnold, Karberg & Co.	Tientsin	
Penshaw	7	Alley	Brit. bgo.	729	July	24 Meyer & Co.	.....	Wanchai
Pilgrim	2	Fowie	Amer. sh.	656	July	30 Russell & Co.	Portland	
Polynesia	7	Schwauer	Ger. sh.	985	June	16 Meyer & Co.	London	Wanchai
Presto	8	Laidman	Brit. bgo.	388	July	30 Meyer & Co.		
Pym	3	Stapleton	Brit. bgo.	558	July	29 Meyer & Co.		
Quickstep	4	Barnaby	Amer. bgo.	826	July	27 Russell & Co.		
Rapid	2	Hunte	Siam. bgo.	429	July	25 Rack Mee Hop		
Robt. Henderson	3	Gunn	Brit. bgo.	558	June	9 Vogel, Hagedorn & Co.	London	
Rosina	4	Hansen	Am.3m. sh.	406	Feb.	28 Arnold, Karberg & Co.	.....	For Sale
Samos	4	Bryant	Am.3m. sh.	395	July	17 Russell & Co.	Tientsin	
Scindia	4	Lightbody	Brit. sh.	874	July	17 Russell & Co.		
Sourabaya Packet	2	Verdun	Dut. bgo.	325	July	30 Edward Schellhass & Co.		
Spinaway	3	Pringle	Brit. bgo.	463	July	29 Siemens & Co.		
Springfield	1	Carli	Amer. sh.	1043	July	17 P. & O. S. N. Co.		
Star of the North	3	Hawken	Brit. sh.	662	July	7 Gibb, Livingston & Co.		
Sydenham	7	Miller	Brit. sh.	1088	July	11 Messageries Maritimes		
Taitain	4	Johnston	Brit. sh.	816	July	17 Jardine, Matheson & Co.		
Thoon Kramom	3	Voroth	Siam. bgo.	474	July	12 Siemens & Co.		
Twilight	4	Dalary	Brit. sh.	680	July	23 Jardine, Matheson & Co.		
Victoria	4	Trumble	Brit. bgo.	679	July	17 Vogel, Hagedorn & Co.	San Francisco	
Walla Castle	3	Brown	Brit. bgo.	825	July	30 Chinese		
William Cobb	3	Brady	Am.3m. sh.	624	July	30 Ollyphant & Co.	New York	
Young Siam	2	Genediessen	Siam. sh.	701	July	16 Kin-tye-loong		
Zamora	3	Eladen	Brit. sh.	1130	July	29 Gibb, Livingston & Co.		
WHAMPOA								
Bombay		Smith	Brit. str.	749	May	9 P. & O. S. N. Co.		
St. Joseph		Dinnott	Feh. bgo.	298	July	26 Carlowitz & Co.	Tientsin	
Trio		Westerveld	Dut. bgo.	263	July	24 Siemens & Co.	Tientsin	
CANTON								
China		Ackermahh	Ger. str.	648	Aug.	3 Siemens & Co.	Shanghai	
Howsang		Lamont	Chi. str.	795	Aug.	2 O. M. S. N. Co.	Shanghai	
Yangtze		Schultze	Brit. str.	762	Aug.	3 Siemens & Co.	Shanghai	